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COUNTRY Germany (Soviet Zone) REPORT NO

TOPIC Soviet Fuel Depots

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EVALUATION

DATE OF COM

DATE OBTAIN

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Five large and 31 small gasoline containers and pipes with a diameter of about 1 meter were loaded at the Soviet fuel depot in the Jueterbog slaughterhouse for shipment to an undetermined location between 12 and 22 September 1951. (1)

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2. On 14 August, 30 German workers were compulsorily drafted for the construction of a large fuel depot on the premises of the Arado plant in Heidefeld near Moegelin. A similar installation has already been constructed near the Rathenow-Nord railroad station. Seven tank cars of gasoline have arrived every night since about 14 August. The gasoline was transferred into 200-liter barrels during daytime. (2)

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3. Excavations, 30 x 30 meters and 3 meters deep, were observed on the southern perimeter of the former Marienehe airfield, between the railroad station and Rostock Harbor, near the Bramow railroad station, on 14 and 15 July. A fuel depot was allegedly to be constructed there. there were five of these excavations under construction.

4. On 29 and 30 August, six containers, about 8 meters in diameter and about 15 meters high, were observed on the bank of the Untere Warnow River near Rostock-Marienehe. According to a worker employed there, the gasoline tanks had a capacity of 500 cubic meters each. It was learned that the installation was referred to as Finol derot and that it was supplied with gasoline by Soviet tankers. Delivery to troops and other outgoing shipments were handled by railroad tank cars.

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5. A 90 x 40 x 6 meters excavation was observed west of the fuel depot along the Rostock-Warnemuende railroad line. According to workers, 12 containers, about 5 meters in diameter and 12 meters long, were to be buried there. It was said that, due to the shortage of equipment, the installation could not be completed yet. (3)

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6. On 12 July, 70 containers were installed at the fuel depot, Schleife. Only one fourth of their length was

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above the ground. Thirty of the tanks were 5.20 meters long and had a diameter of 2.60 meters each. The excavation for each tank was 20 meters long, 3 meters wide and 2 meters deep. The Soviet unit at the depot numbered about 80 soldiers. Railroad officials stated that 80 railroad tank carloads of gasoline were hauled to the depot by a Diesel engine in March 1951. (4)

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Comments.

- (1) It appears that the **Russians** are giving added attention to the supply of troop units in the Soviet Zone of Germany, especially with regard to fuel and ammunition supply. The construction of new depots appears to result in a decentralization. It is of interest that the tanks of all newly constructed depots are partly underground and not above ground. These safety measures deserve special attention as all these new installations are organizational depots of only local importance. The new depots have an estimated capacity of 2,000 to 3,000 cubic meters each. Therefore, it is believed that, upon completion of the depots, fuel will no longer be centrally stored in the GOWG depots at Velden and Dresden, but rather in these organizational depots, i.e., military post and divisional depots. The shipment has not been listed in reports on rail movements. It is possible that spare containers or containers no longer used at the depot will be installed at newly constructed depots. [REDACTED]
- (2) An increase of supply traffic to Rathenow and Koegelin was indicated in reports on rail movements received during the preceding weeks.
- (3) The construction of two depots near Rostock-Marienehe (about 2 km east of the Bramow railroad station) is reported for the first time. The depots will probably serve Soviet naval units.
- (4) The shipment is reported for the first time. The arrival of a small shipment of fuel was previously reported. [REDACTED] If the shipment listed in the present report actually arrived, it would indicate that the depot is filled to capacity. 25X1A

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